

Summary of Meeting Notes

Meeting Name: Technical Advisory Committee for Interstate System Plan
Location: GDOT Room 401, Atlanta
Date & Time: January 30, 2003 at 10:00 a.m.

1. In the comparison of percent of auto trips using the interstate in Georgia vs. the United States, GA percent seems high. Is this normal?
 - While we do not have sufficient data to analyze GA versus US percent of auto trips, the high percentage likely has to do with the relatively large interstate mileage in Georgia in relation to the nation as a whole and the geographic dispersal of major urban areas.
2. Why is a 1-mile buffer used for land use and a 2-mile buffer for environmental?
 - Because a land use buffer is used to identify physical constraints immediately adjacent to the interstate. There are other tools to determine demand and traffic generation from a wider area of development. The environmental constraints are likely to appear at greater distance.
3. How does this project affect the CWP?
 - We will develop a future base case travel model which includes the existing roadway network and a table which reflects future growth in trip making. We will then add in the CWP projects to create a Future No Build case. From this, we will add in projects from other sources (Tpro, MPO LRTPs, other suggestions) to create a Build case for testing. The Build model will likely include the CWP projects, although it is possible that some of them may drop out if it appears they are not the most cost-effective investments.
4. How will MPO long-range transportation plans be treated?
 - MPO Plans will be added in after the CWP as discussed in #3.
5. Slide 64 in presentation - Lack of access for activity centers more than one mile from existing interchange. This seems awfully close.
 - Activity centers important to interstate travel loading, particularly related to freight movement by truck and major employment centers will be reviewed for access to the interstate via other major facilities (i.e. STRAHNET, NHS, GRIP, STAA)
6. Why are activity centers looked at 2 miles from interstate, but land use is at a smaller buffer distance?
 - Land use really means development (i.e. physical constraints to adding capacity).

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7. Will truck stops be looked at?
 - We will look at truck stops and rest areas in the study.
8. Are we looking at geometric deficiencies?
 - Based on accident rates, we will look at hot spots to try to find out what is causing problems. Perhaps a geometric problem will need to be addressed. On the other hand, it could be speeding or an enforcement issue.
9. I-85 – 2 fatal wrecks in same general area – same type of vehicle involved – will be able to address this?
 - Maybe if it is specifically related to a condition on the interstate at that point. If not, Department of Motor Vehicles may be able to benefit from data from the study.